

2117 GRANT
#5

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Harrison CODE# 061-33838

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 08 / 06

CONTACT: Jennifer L. Vatter PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: New Haven Road Improvements

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 880,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,100,000.00

FUNDING REQUESTED: \$ 880,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 880,000⁰⁰
SCIP LOAN: \$ _____
RLP LOAN: \$ _____

LOAN ASSISTANCE: \$ _____
RATE: _____ % TERM: _____ yrs.
RATE: _____ % TERM: _____ yrs.

(Check only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

2006 SEP 15 PM 1:50
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

- a.) **Basic Engineering Services:** \$.00
- Preliminary Design \$.00
 Final Design \$.00
 Bidding \$.00
 Construction Phase \$.00
- Additional Engineering Services \$.00
 *Identify services and costs below.
- b.) **Acquisition Expenses:**
 Land and/or Right-of-Way \$.00
- c.) **Construction Costs:** \$ 1,100,000 .00
- d.) **Equipment Purchased Directly:** \$.00
- e.) **Permits, Advertising, Legal:** \$.00
 (Or Interest Costs for Loan Assistance
 Applications Only)
- f.) **Construction Contingencies:** \$.00
- g.) **TOTAL ESTIMATED COSTS:** \$ 1,100,000 .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> .00</u>	<u> 0 </u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> MRF & Private </u>	\$ <u>220,000 .00</u>	<u>20%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>220,000 .00</u>	<u>20%</u>
d.) OPWC Funds		
1. Grant	\$ <u>880,000 .00</u>	<u>80%</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>880,000 .00</u>	<u>80%</u>
TOTAL FINANCIAL RESOURCES:	\$ <u>1,100,000 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: New Haven Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

New Haven Road, generally from Harrison Avenue to the Bridge over I-74.
Please see attached location map.

PROJECT ZIP CODE: 45030

B: PROJECT COMPONENTS:

- 1.) Widen existing roadway to 60 feet (5 lanes)
- 2.) Installation of new curbs
- 3.) Lengthen turn lanes
- 4.) Access management, including reduction in number and size of curb cuts
- 5.) Mill pavement
- 6.) Overlay with asphaltic pavement

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The project is approximately 900 LF and 40 ft. wide.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 19,500 Year: 2001 Projected ADT: ____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$____ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 400,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 700,000.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08 / 01 /04</u>	<u>03 /01 /07</u>
4.2 Bid Advertisement and Award:	<u>06 /01 /08</u>	<u>07/15 /08</u>
4.3 Construction:	<u>07/16 /07</u>	<u>12 /01 /08</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Daniel Gieringer
TITLE	Mayor
STREET	300 George Street
CITY/ZIP	Harrison, Ohio 45030
PHONE	513-367-2111
FAX	513-367-3592
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	James Satzger
TITLE	Finance Director
STREET	112 N. Walnut Street
CITY/ZIP	Harrison, Ohio 45030
PHONE	513-367-3725
FAX	513-367-3733
E-MAIL	

5.3 PROJECT MANAGER

TITLE	William R. McCormick
STREET	Project Manager
CITY/ZIP	4357 Harrison Avenue
PHONE	Cincinnati, Ohio 45211
FAX	513-721-5500
E-MAIL	513-721-0607

Changes in Project Officials must be submitted in writing from the CEO

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks ☐ below that each item listed is attached.

- ☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☐ Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Daniel J. Gilbringer, Mayor
Certifying Representative (Type or Print Name and Title)

x Daniel J. Gilbringer 9.14.06
Original Signature/Date Signed

Engineer's Estimate

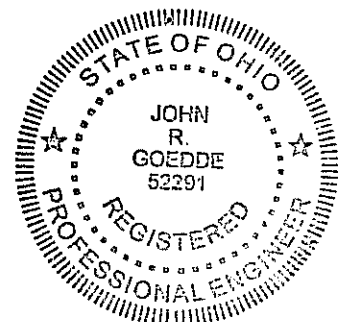
NEW HAVEN ROAD CITY OF HARRISON

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Clearing/Remove Obstructions	1	LS	\$ 50,000.00	\$ 50,000.00
Excavation/Pavement Removed	900	CY	\$ 22.00	\$ 19,800.00
Pavement Planing	4000	SY	\$ 3.00	\$ 12,000.00
Drive Apron Removed	3000	SY	\$ 10.00	\$ 30,000.00
Drive Apron Replaced	2000	SY	\$ 50.00	\$ 100,000.00
Curb Removed	2100	LF	\$ 5.00	\$ 10,500.00
Catch Basins/Manholes Removed	10	EA	\$ 500.00	\$ 5,000.00
Pipe Removed	1000	LF	\$ 5.00	\$ 5,000.00
Excavation, incl. Embankment (undercut)	500	CY	\$ 40.00	\$ 20,000.00
Aggregate Base	700	CY	\$ 50.00	\$ 35,000.00
Asphalt Concrete Base	200	CY	\$ 110.00	\$ 22,000.00
Asphalt Concrete Leveling Course	400	CY	\$ 120.00	\$ 48,000.00
Asphalt Concrete Surface Course	250	CY	\$ 120.00	\$ 30,000.00
4"-8" Conduit	300	LF	\$ 20.00	\$ 6,000.00
12"-15" Conduit	500	LF	\$ 90.00	\$ 45,000.00
18"-24" Conduit	400	LF	\$ 110.00	\$ 44,000.00
30"-42" Conduit	300	LF	\$ 180.00	\$ 54,000.00
Catch Basin	10	EA	\$ 3,000.00	\$ 30,000.00
Manhole	10	EA	\$ 3,000.00	\$ 30,000.00
Concrete Curb	2100	LF	\$ 12.00	\$ 25,200.00
Retaining Wall	1	LS	\$ 50,000.00	\$ 50,000.00
Pavement Markings/Reflectors	1	LS	\$ 20,000.00	\$ 20,000.00
Traffic Signal Facilities	1	LS	\$ 80,000.00	\$ 80,000.00
Maintain Traffic	1	LS	\$ 60,000.00	\$ 60,000.00
Construction Layout Stakes	1	LS	\$ 40,000.00	\$ 40,000.00
Seed & Mulch Restoration	5000	SY	\$ 2.00	\$ 10,000.00
Utility Conflicts	1	LS	\$ 50,000.00	\$ 50,000.00
Contingencies	1	LS	\$ 138,500.00	\$ 138,500.00
TOTAL ESTIMATED COST				\$ 1,070,000.00

I hereby certify this to be an accurate estimate of the proposed project. The useful life of this project is 30 years.


John R. Goedde, P.E.
JMA Consultants, Inc.

9-15-06
Date



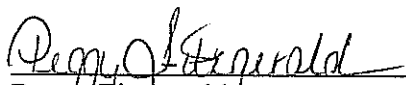


City of Harrison

112 N. Walnut Street • Harrison, Ohio 45030 • 513-367-3730

STATUS OF FUNDS CERTIFICATION

The City of Harrison will utilize approximately \$220,000 from Municipal Road Funds and other outside funding sources as its participation for the New Haven Road Improvement project.


Peggy Fitzgerald

Assistant Finance Director

Date Signed: 9-14-06

HAMILTON COUNTY ENGINEER'S OFFICE
PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2007

INSTRUCTIONS: Use one form for each project. Assign priority to projects.
The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 pm Friday, September 1, 2006.

- (1) Municipality City of Harrison
(2) Road Name New Haven Road
(3) Project Limits New Haven Road from Harrison Avenue to the Bridge
(4) Project Priority #1
(5) Present Roadway Data:

(a) Pav't Width approx 40 LF (b) R/W Width varies - 80' min. (c) Curb Type concrete
(d) Type Surface asphalt (e) Type Base asphalt (f) Shldr. Type n/a
(g) Shldr. Width N/A (h) Year Last Resurfaced 1980

- (6) Present condition of project area: List deficiencies and reasons for improvement.

This is the last phase of the improvements for New Haven Road, which have included widening and resurfacing from the Bridge over I-74 to Carolina Trace (phase 1), and widening of the Bridge (phase 2). This stretch of roadway has a very high accident rate and must be improved to facilitate a smooth transition from the bridge and properly manage the flow of traffic to improve safety. The roadway is also exhibiting cracking and a rough surface due to the high volume of traffic.

- 7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.

This phase will include widening the roadway to 60 feet (5 lanes) and adding new curbs. This will accommodate a smooth transition from the improvements on the Bridge, and provide safety improvements including lengthening turn lanes and access management. The existing pavement will be milled and new asphaltic pavement will be installed.

- (8) Traffic Data: (a) Present Volume 25,000 (b) Date of Count 2006

- (9) Cost Estimate:

When engineering plans are necessary list the following costs:

(a) Preparation of preliminary plans & estimate, etc.	\$
(b) Preparation of final plans & estimate, etc.	\$
Construction Cost Estimate	\$ <u>1,100,000.00</u>
Other Costs (specify)	\$
Total amount of <u>MRF funds</u> applied for:	\$ <u>110,000.00</u>

- (10) Estimated date construction can be started after approval July 1, 2007

- (11) Estimated date construction can be started if not funded 100% from
Municipal Road Fund unknown

- (12) Are the MRF funds to be used as matching funds for SCIP/LTIP Yes No

If yes, what percentage of the project cost? 10%

- (13) Cost Estimate Prepared By: John R. Goedde, P.E. Date: 8/29/06

- (14) Application Prepared By:  Date: 8/29/06

(Signature)

RESOLUTION NO. 11-06

**A RESOLUTION AUTHORIZING THE MAYOR
TO MAKE APPLICATION FOR FISCAL YEAR 2007
STATE CAPITAL IMPROVEMENT PROGRAM FUNDS
AND IF FUNDS ARE AWARDED TO EXECUTE
GRANT AGREEMENTS ON BEHALF OF THE CITY**

WHEREAS, the Council of the City of Harrison has determined that it would be in the best interest and to promote the general welfare of the community to apply for 2007 State Capital Improvement Program Funds and if funds are awarded to execute a grant agreement or agreements on behalf of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HARRISON, OHIO, as follows:

SECTION I

That the Mayor is hereby authorized to make application for State Capital Improvement Program (SCIP) funds for fiscal year 2007.

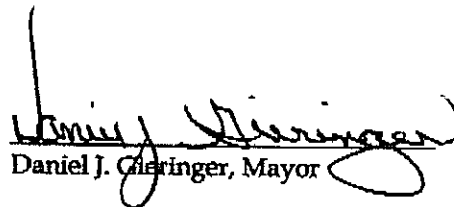
SECTION II

That if funds are awarded, the Mayor is hereby authorized to execute a grant agreement or agreements on behalf of the City.


SECTION III

It is found and determined that all formal actions of this Council concerning or related to the adoption of this Resolution were adopted in an open meeting of this Council, and all deliberations of this Council and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

Dated: Sept. 11 2006.


Daniel J. Gieringer, Mayor

ATTEST:


Carol Wiwi, Clerk

CERTIFICATION

I, Carol Wiwi, as Clerk of the Council of the City of Harrison, Ohio, hereby certify that a true and exact copy of Resolution No. 11-06 was passed by the Council of the City of Harrison, Ohio at its regular meeting held on the 19 day of Sept., 2006.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Harrison, Hamilton County, Ohio this 19 day of Sept., 2005.

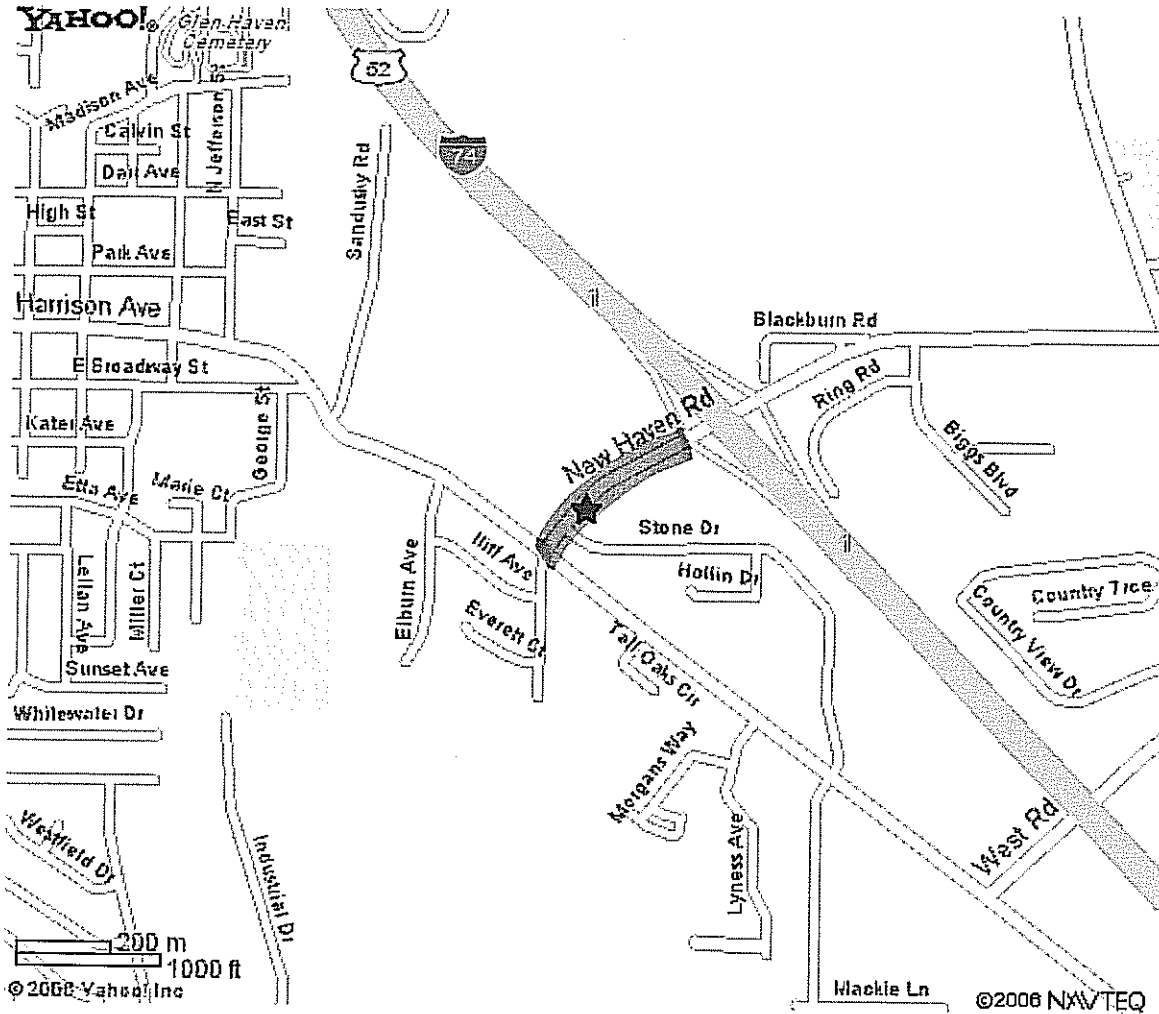
Carol Wiwi
Carol Wiwi, Clerk

This Resolution was prepared by William M. Deters II, Director of Law

Yahoo! Maps - Harrison, OH 45030-1670

<< Back to Map

★ 10940 New Haven Rd Harrison, OH 45030-1670



When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

ADVERTI

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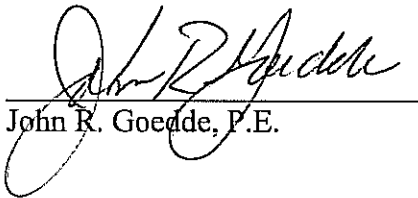
Find You

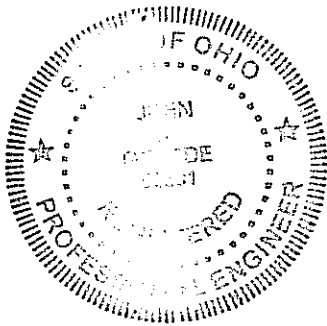
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Traffic Count Certification

This is to certify that the traffic counts contained in the application for New Haven Road for 19,500 vehicles is accurate.

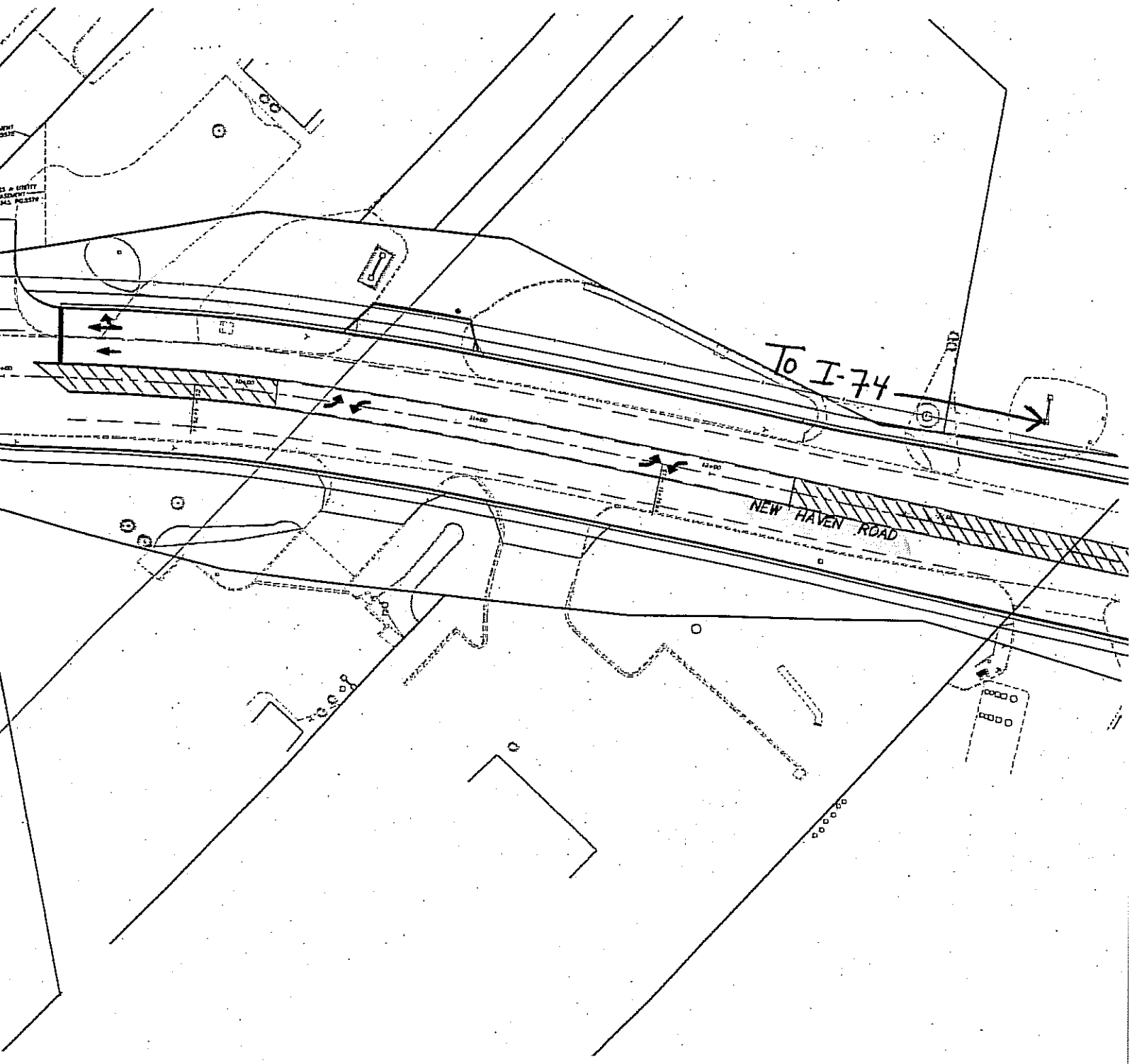

John R. Goede, P.E.

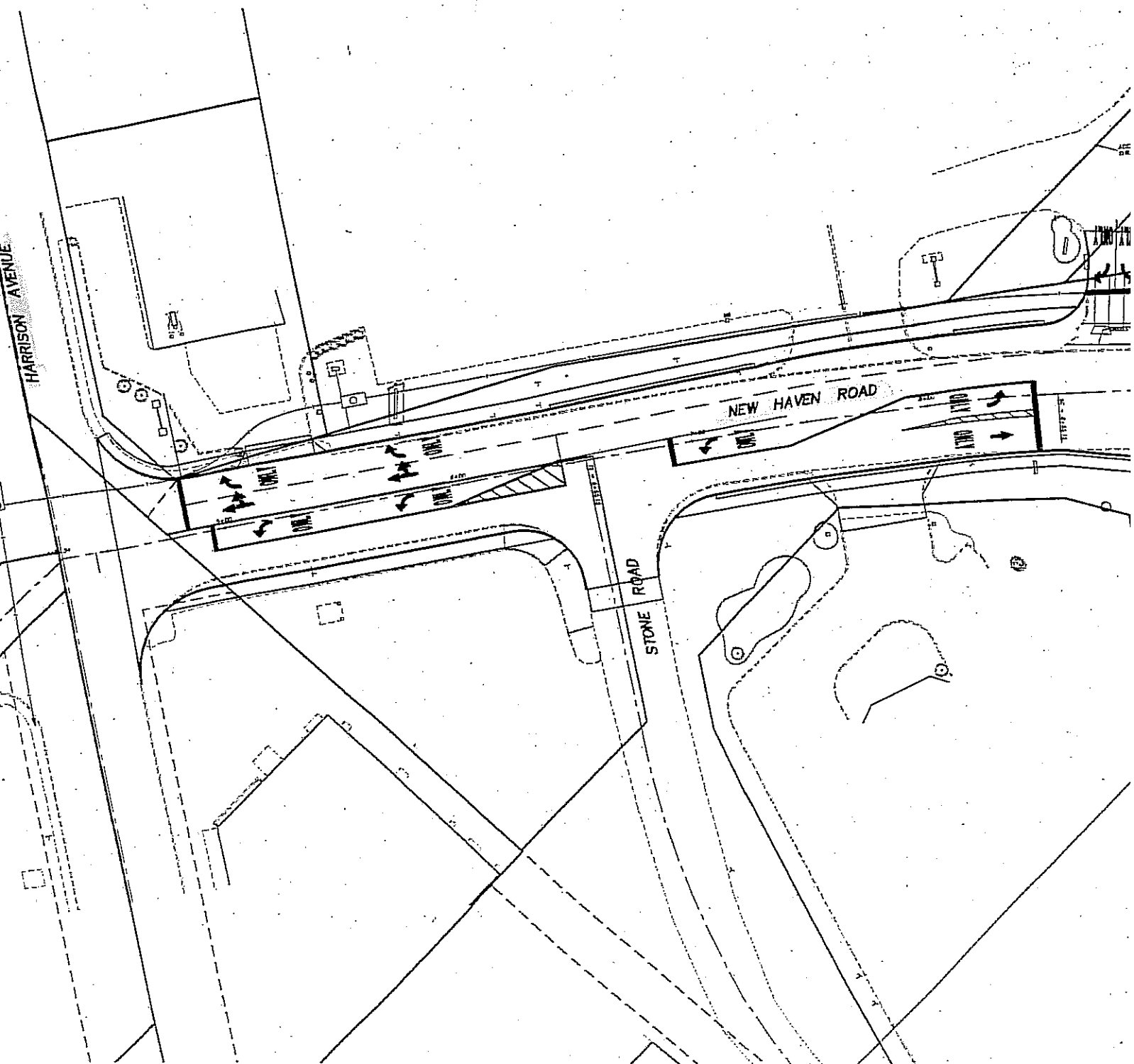


2005 ONE YEAR RATES
 $(R1 + R2 + \dots + RN) / N$
 BY NUMBER OF LANES

NUMBER OF LANES	MEAN ACC/MM	STANDARD DEVIATION
1 LANES	0.00000	0.00000
2 LANES	1.98881	4.56528
3 LANES	2.17243	3.67020
4 LANES	2.05646	5.32542
5 LANES	1.97440	3.88912
6 LANES	1.62671	3.46394
7 LANES	1.05416	1.30696
8 LANES	1.54412	3.27482
9 LANES	0.85192	0.89510
10 LANES	1.35504	2.05525
11 LANES	1.29694	1.16193

New Haven Road







TEC ENGINEERING, INC.
77 WEST ELMWOOD DRIVE
SUITE 200
DAYTON, OH 45459
P: 937 435-8828
F: 937 435-8833

Memo

Date: September 13, 2006
From: Michael J. Hafner (TEC Engineering, Inc.)
To: Jennifer Vatter (JMA Consultants)
Re: New Haven Road Capacity Analysis

A capacity analysis was performed for the signalized intersections on New Haven Road from Harrison Avenue to the I-74 eastbound ramps under two scenarios:

- Existing geometry and future (2026) traffic
- Proposed geometry and future (2026) traffic

The existing peak hour traffic volumes were collected by manual turning movement counts. These counts were performed during the weekday AM and PM peak hour at the three signalized intersections within the project area. These intersections are Harrison Avenue and New Haven Road, Shaker Point Way and New Haven Road, and the eastbound I-74 ramps and New Haven Road. In order to develop 2026 design year traffic volumes, a growth rate was requested from the Ohio Department of Transportation (ODOT) Office of Technical Services. An annual linear growth rate of 1.0% was provided by ODOT for New Haven Road within the project area. This growth rate was applied to the existing traffic volumes in order to develop the design year traffic volumes for the year 2026.

The existing geometry of Harrison Avenue and New Haven Road/Biddle Avenue consists of two lanes on eastbound Harrison Avenue; one lane is a left turn lane and the other is a shared right turn/through lane. Westbound Harrison Avenue has three lanes; one left turn lane, one through lane, and one right turn lane. Northbound Biddle Avenue has a single lane. Southbound New Haven Road has a shared left turn/through lane and also a right turn only lane. The proposed geometric improvements at this intersection include the addition of a dedicated left turn lane and modifications for a dual right for southbound New Haven Road.

The intersection of Shaker Point Way and New Haven Road has three approaches. The existing eastbound approach on Shaker Point Way has two lanes, a left turn lane and a right turn lane. The existing northbound approach on New Haven Road has two lanes, one lane is a left turn lane and the other lane is a through only lane. The existing southbound approach on New Haven Road is a two lane approach with one through lane and a shared right turn/through lane. The proposed geometry at this intersection does not change.

The intersection of the eastbound I-74 ramps and New Haven Road has approaches from the west, north and south. There is also an on-ramp leading east from the intersection. The existing eastbound approach from the I-74 ramp is a two lane approach with a left turn lane and a right turn lane. The existing northbound New Haven Road approach has a shared right turn/through lane. The existing southbound New Haven Road approach has a shared left turn/through lane. The proposed

modifications to this design will extend the northbound right turn/through lane to a total length of approximately 800' which will allow for increased storage and capacity at the intersection. The southbound New Haven Road approach will be widened to allow for two through lanes and two left turn lanes onto the eastbound I-74 on-ramp.

Capacity analyses were conducted for the AM & PM peak hours at the signalized intersections within the study area using *Highway Capacity Software (HCS)*.

HCS uses the methods prescribed in the Highway Capacity Manual to determine the level of service (LOS). LOS is defined in terms of delay and is a measure of driver discomfort and intersection performance with respect to vehicular capacity and quality of service provided to road users. Delay refers to total average stopped delay experienced by motorists at the referenced intersection. The level of service is classified into six different levels, ranging from A to F. The definitions of each level have been included in the table below:

Level of Service	Description	Delay
A	Very low delay	<10 seconds per vehicle
B	Good Progression	10-20 seconds per vehicle
C	Limit of acceptable delay	20-35 seconds per vehicle
D	Start of traffic breakdown	35-55 seconds per vehicle
E	High delay	55-80 seconds per vehicle
F	Congested conditions, unacceptable delay	>80 seconds per vehicle

A summary of the intersection capacity analyses have been summarized in the following table.

Intersection	Scenario	Intersection (LOS/Delay)	
		AM Peak	PM Peak
Harrison Ave & New Haven Rd	2026 Traffic Volumes Existing Geometry	C / 26.9	E / 55.0
	2026 Traffic Volumes Proposed Geometry	C / 26.3	D / 47.0
Shaker Point Way & New Haven Rd	2026 Traffic Volumes Existing Geometry	B / 16.7	B / 17.7
	2026 Traffic Volumes Proposed Geometry	B / 16.7	B / 17.7
I-74 EB Ramps & New Haven Rd	2026 Traffic Volumes Existing Geometry	F / 134.0	F / 298.1
	2026 Traffic Volumes Proposed Geometry	C / 25.9	C / 21.7

} Not In project

The capacity analysis shows that the proposed geometric conditions provide substantial improvements to the two of the intersections in the study area. The proposed modifications at the intersection of Harrison Avenue and New Haven Road will provide a 15% decrease in overall intersection delay during the heavy volumes PM peak hour. The existing New Haven Road and Biddle Road alignment will continue to require northbound and southbound split phase operation of the intersection.

Since no capacity modifications are proposed for the intersection of Shaker Point Way and New Haven Road, the analysis results are the same for both scenarios. The intersection of Shaker Point Way and New Haven Road will continue to operate at an acceptable LOS through the design year.

The proposed modifications to the intersection of the eastbound I-74 ramps and New Haven Road provide for a large improvement to the operation of the intersection. The existing geometry does not provide sufficient capacity for the current traffic demands and will operate with LOS grades of F in both the AM and PM peak hours for the 2026 traffic volume conditions. The additional capacity provided by significantly improves the overall operation of the intersection. The proposed geometric conditions at the eastbound I-74 ramps and New Haven Road will operate with LOS grades of C for both the AM and PM 2026 traffic volume conditions.

The full benefits of the Phase 2 improvements will only be realized with the construction of Phase 3. Without the Phase 3 improvement the additional storage for the northbound lanes will not be provided and the capacity of the northbound lanes will be limited.

The detailed capacity analysis worksheets showing the Level of Service information for all movements summarized in the table above have been attached.

This project also proposes to consolidate driveways and establish access management principles into the New Haven Road corridor to increase the overall safety of the corridor. A review of crash records indicate that between 2003-2005 over 104 accidents have occurred within this small length of New Haven Road. These access management improvements, which cannot be measured by the intersection capacity analysis, will significantly increase the safety and operations of the corridor by reducing conflict points and unnecessary slowing of traffic providing travel time gains and decreased congestion through the corridor.

Let me know if you need any additional information or have any questions.

SHORT REPORT												
General Information							Site Information					
Analyst <i>RTM</i> Agency or Co. <i>TEC Engineering</i> Date Performed <i>8/2/2006</i> Time Period							Intersection <i>Harrison Ave & New Haven Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>2026 PM Proposed Geometry</i> Analysis Year					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
Lane Group	L	TR		L	T	R		LTR		L	TR	R
Volume (vph)	331	346	11	55	434	211	36	50	52	234	59	514
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3		3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	15.0	15.0		12.0	10.0	10.0		12.0		12.0	13.0	13.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0		0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	SB Only	NB Only	07	08				
Timing	G = 15.0	G = 24.5	G = 0.0	G = 0.0	G = 18.0	G = 9.5	G = 0.0	G = 0.0				
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 6	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	368	396		61	482	234		154		260	254	383
Lane Group Capacity	407	989		263	464	394		181		347	336	589
v/c Ratio	0.90	0.40		0.23	1.04	0.59		0.85		0.75	0.76	0.65
Green Ratio	0.49	0.49		0.27	0.27	0.27		0.11		0.20	0.20	0.37
Uniform Delay d_1	23.3	14.3		25.4	32.8	28.4		39.6		33.9	33.9	23.7
Delay Factor k	0.50	0.50		0.50	0.50	0.50		0.38		0.50	0.50	0.50
Incremental Delay d_2	26.0	1.2		2.1	52.2	6.5		30.1		13.8	14.6	5.5
PF Factor	1.000	1.000		1.000	1.000	1.000		1.000		1.000	1.000	1.000
Control Delay	49.3	15.6		27.5	84.9	34.9		69.6		47.7	48.6	29.2
Lane Group LOS	D	B		C	F	C		E		D	D	C
Approach Delay	31.8			65.4			69.6			40.0		
Approach LOS	C			E			E			D		
Intersection Delay	47.0			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	I-74 EB Ramps & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 AM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1					1	0	0	1	
Lane Group	L		R					TR			LT	
Volume (vph)	74		136					276	446	353	371	
% Heavy Vehicles	4		4					4	4	4	4	
PHF	0.90		0.90					0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)	P		P					P	P	P	P	
Startup Lost Time	2.0		2.0					2.0			2.0	
Extension of Effective Green	2.0		2.0					2.0			2.0	
Arrival Type	3		3					3			3	
Unit Extension	3.0		3.0					3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0	
Lane Width	12.0		12.0					12.0			12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0			0	
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only		02	03		04	SB Only		NS Perm		07	08
Timing	G = 14.0		G = 0.0	G = 0.0		G = 0.0	G = 15.0		G = 43.0		G = 0.0	G = 0.0
	Y = 6		Y = 0	Y = 0		Y = 0	Y = 6		Y = 6		Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	82		151					803			804	
Lane Group Capacity	270		242					800			544	
v/c Ratio	0.30		0.62					1.00			1.48	
Green Ratio	0.16		0.16					0.48			0.71	
Uniform Delay d ₁	33.7		35.5					23.5			13.0	
Delay Factor k	0.50		0.50					0.50			0.50	
Incremental Delay d ₂	2.9		11.6					32.7			224.9	
PF Factor	1.000		1.000					1.000			1.000	
Control Delay	36.6		47.1					56.2			237.9	
Lane Group LOS	D		D					E			F	
Approach Delay	43.4						56.2			237.9		
Approach LOS	D						E			F		
Intersection Delay	134.0						Intersection LOS			F		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	I-74 EB Ramps & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 PM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1		1					1	0	0	1		
Lane Group	L		R					TR			LT		
Volume (vph)	104		118					625	233	191	882		
% Heavy Vehicles	4		4					4	4	4	4		
PHF	0.90		0.90					0.90	0.90	0.90	0.90		
Pretimed/Actuated (P/A)	P		P					P	P	P	P		
Startup Lost Time	2.0		2.0					2.0			2.0		
Extension of Effective Green	2.0		2.0					2.0			2.0		
Arrival Type	3		3					3			3		
Unit Extension	3.0		3.0					3.0			3.0		
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0		
Lane Width	12.0		12.0					12.0			12.0		
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0		0					0			0		
Minimum Pedestrian Time		3.2						3.2			3.2		
Phasing	EB Only		02	03		04		SB Only		NS Perm		07	08
Timing	G = 15.0		G = 0.0	G = 0.0		G = 0.0		G = 15.0		G = 42.0		G = 0.0	G = 0.0
	Y = 6		Y = 0	Y = 0		Y = 0		Y = 6		Y = 6		Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	116		131					953			1192	
Lane Group Capacity	289		259					821			575	
v/c Ratio	0.40		0.51					1.16			2.07	
Green Ratio	0.17		0.17					0.47			0.70	
Uniform Delay d_1	33.5		34.1					24.0			13.5	
Delay Factor k	0.50		0.50					0.50			0.50	
Incremental Delay d_2	4.1		6.9					85.7			488.8	
PF Factor	1.000		1.000					1.000			1.000	
Control Delay	37.6		41.0					109.7			502.3	
Lane Group LOS	D		D					F			F	
Approach Delay	39.4						109.7			502.3		
Approach LOS	D						F			F		
Intersection Delay	298.1			Intersection LOS						F		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	I-74 EB Ramps & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 AM Proposed Geometry		
Time Period				Analysis Year			

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	2		1					2	0	2	2		
Lane Group	L		R					TR		L	T		
Volume (vph)	74		136					276	446	353	371		
% Heavy Vehicles	4		4					4	4	4	4		
PHF	0.90		0.90					0.90	0.90	0.90	0.90		
Pretimed/Actuated (P/A)	P		P					P	P	P	P		
Startup Lost Time	2.0		2.0					2.0		2.0	2.0		
Extension of Effective Green	2.0		2.0					2.0		2.0	2.0		
Arrival Type	3		3					3		3	3		
Unit Extension	3.0		3.0					3.0		3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0		
Lane Width	12.0		12.0					12.0		12.0	12.0		
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0		0					0		0	0		
Minimum Pedestrian Time		3.2						3.2			3.2		
Phasing	EB Only		02	03		04		SB Only		Thru & RT		07	08
Timing	G = 21.0		G = 0.0		G = 0.0		G = 20.0		G = 31.0		G = 0.0		G = 0.0
	Y = 6		Y = 0		Y = 0		Y = 0		Y = 6		Y = 0		Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	82		151					803		392	412	
Lane Group Capacity	786		362					1087		749	2203	
v/c Ratio	0.10		0.42					0.74		0.52	0.19	
Green Ratio	0.23		0.23					0.34		0.22	0.63	
Uniform Delay d_1	27.1		29.3					25.9		30.8	6.9	
Delay Factor k	0.50		0.50					0.50		0.50	0.50	
Incremental Delay d_2	0.3		3.5					4.5		2.6	0.2	
PF Factor	1.000		1.000					1.000		1.000	1.000	
Control Delay	27.4		32.8					30.4		33.4	7.1	
Lane Group LOS	C		C					C		C	A	
Approach Delay	30.9						30.4			19.9		
Approach LOS	C						C			B		
Intersection Delay	25.9						Intersection LOS			C		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	I-74 EB Ramps & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 PM Proposed Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1					2	0	2	2	
Lane Group	L		R					TR		L	T	
Volume (vph)	104		118					625	233	191	882	
% Heavy Vehicles	4		4					4	4	4	4	
PHF	0.90		0.90					0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)	P		P					P	P	P	P	
Startup Lost Time	2.0		2.0					2.0		2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0		2.0	2.0	
Arrival Type	3		3					3		3	3	
Unit Extension	3.0		3.0					3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0	
Lane Width	12.0		12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0		0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only		02	03		04	SB Only		Thru & RT		07	08
Timing	G = 21.0		G = 0.0	G = 0.0		G = 0.0	G = 18.0		G = 33.0		G = 0.0	G = 0.0
	Y = 6		Y = 0	Y = 0		Y = 0	Y = 6		Y = 6		Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	116		131					953		212	980	
Lane Group Capacity	786		362					1224		674	2203	
v/c Ratio	0.15		0.36					0.78		0.31	0.44	
Green Ratio	0.23		0.23					0.37		0.20	0.63	
Uniform Delay d ₁	27.4		28.9					25.3		30.7	8.4	
Delay Factor k	0.50		0.50					0.50		0.50	0.50	
Incremental Delay d ₂	0.4		2.8					4.9		1.2	0.7	
PF Factor	1.000		1.000					1.000		1.000	1.000	
Control Delay	27.8		31.7					30.2		32.0	9.1	
Lane Group LOS	C		C					C		C	A	
Approach Delay	29.9						30.2			13.1		
Approach LOS	C						C			B		
Intersection Delay	21.7						Intersection LOS			C		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	Shaker Point Wy & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 AM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	1		2	0	
Lane Group	L		R				L	T		TR		
Volume (vph)	56		16				6	588		410	16	
% Heavy Vehicles	4		4				4	4		4	4	
PHF	0.90		0.90				0.90	0.90		0.90	0.90	
Pretimed/Actuated (P/A)	P		P				P	P		P	P	
Startup Lost Time	2.0		2.0				2.0	2.0		2.0		
Extension of Effective Green	2.0		2.0				2.0	2.0		2.0		
Arrival Type	3		3				3	3		3		
Unit Extension	3.0		3.0				3.0	3.0		3.0		
Ped/Bike/RTOR Volume	0	0	0				0	0		0	0	0
Lane Width	12.0		12.0				12.0	11.0		10.0		
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0		0		
Minimum Pedestrian Time		3.2						3.2		3.2		
Phasing	EB Only	02	03	04	NS Perm		06		07		08	
Timing	G = 30.0	G = 0.0	G = 0.0	G = 0.0	G = 48.0		G = 0.0		G = 0.0		G = 0.0	
	Y = 6	Y = 0	Y = 0	Y = 0	Y = 6		Y = 0		Y = 0		Y = 0	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	62		18				7	653			474	
Lane Group Capacity	579		518				461	942			1722	
v/c Ratio	0.11		0.03				0.02	0.69			0.28	
Green Ratio	0.33		0.33				0.53	0.53			0.53	
Uniform Delay d_1	20.7		20.2				9.9	15.5			11.5	
Delay Factor k	0.50		0.50				0.50	0.50			0.50	
Incremental Delay d_2	0.4		0.1				0.1	4.2			0.4	
PF Factor	1.000		1.000				1.000	1.000			1.000	
Control Delay	21.1		20.4				9.9	19.7			11.9	
Lane Group LOS	C		C				A	B			B	
Approach Delay	20.9						19.6			11.9		
Approach LOS	C						B			B		
Intersection Delay	16.7			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	Shaker Point Wy & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 PM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	1			2	0
Lane Group	L		R				L	T			TR	
Volume (vph)	68		37				40	754			920	43
% Heavy Vehicles	4		4				4	4			4	4
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Pretimed/Actuated (P/A)	P		P				P	P			P	P
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	
Arrival Type	3		3				3	3			3	
Unit Extension	3.0		3.0				3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0		0	0	0
Lane Width	12.0		12.0				12.0	11.0			10.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only		02	03		04	NS Perm		06	07		08
Timing	G = 26.0		G = 0.0	G = 0.0		G = 0.0	G = 52.0		G = 0.0	G = 0.0		G = 0.0
	Y = 6		Y = 0	Y = 0		Y = 0	Y = 6		Y = 0	Y = 0		Y = 0
Duration of Analysis (hrs) = 0.25									Cycle Length C = 90.0			

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	76		41				44	838			1070	
Lane Group Capacity	502		449				222	1020			1863	
v/c Ratio	0.15		0.09				0.20	0.82			0.57	
Green Ratio	0.29		0.29				0.58	0.58			0.58	
Uniform Delay d_1	23.8		23.4				9.1	15.3			12.0	
Delay Factor k	0.50		0.50				0.50	0.50			0.50	
Incremental Delay d_2	0.6		0.4				2.0	7.4			1.3	
PF Factor	1.000		1.000				1.000	1.000			1.000	
Control Delay	24.4		23.8				11.1	22.7			13.3	
Lane Group LOS	C		C				B	C			B	
Approach Delay	24.2						22.1			13.3		
Approach LOS	C						C			B		
Intersection Delay	17.7			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	Shaker Point Wy & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 AM Proposed Geometry		
Time Period				Analysis Year			

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1		1				1	1			2	0	
Lane Group	L		R				L	T			TR		
Volume (vph)	56		16				6	588			410	16	
% Heavy Vehicles	4		4				4	4			4	4	
PHF	0.90		0.90				0.90	0.90			0.90	0.90	
Pretimed/Actuated (P/A)	P		P				P	P			P	P	
Startup Lost Time	2.0		2.0				2.0	2.0			2.0		
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0		
Arrival Type	3		3				3	3			3		
Unit Extension	3.0		3.0				3.0	3.0			3.0		
Ped/Bike/RTOR Volume	0	0	0				0	0		0	0	0	
Lane Width	12.0		12.0				12.0	11.0			10.0		
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0		0				0	0			0		
Minimum Pedestrian Time		3.2						3.2			3.2		
Phasing	EB Only		02	03		04	NS Perm		06		07		08
Timing	G = 30.0		G = 0.0		G = 0.0		G = 48.0		G = 0.0		G = 0.0		G = 0.0
	Y = 6		Y = 0		Y = 0		Y = 6		Y = 0		Y = 0		Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0					

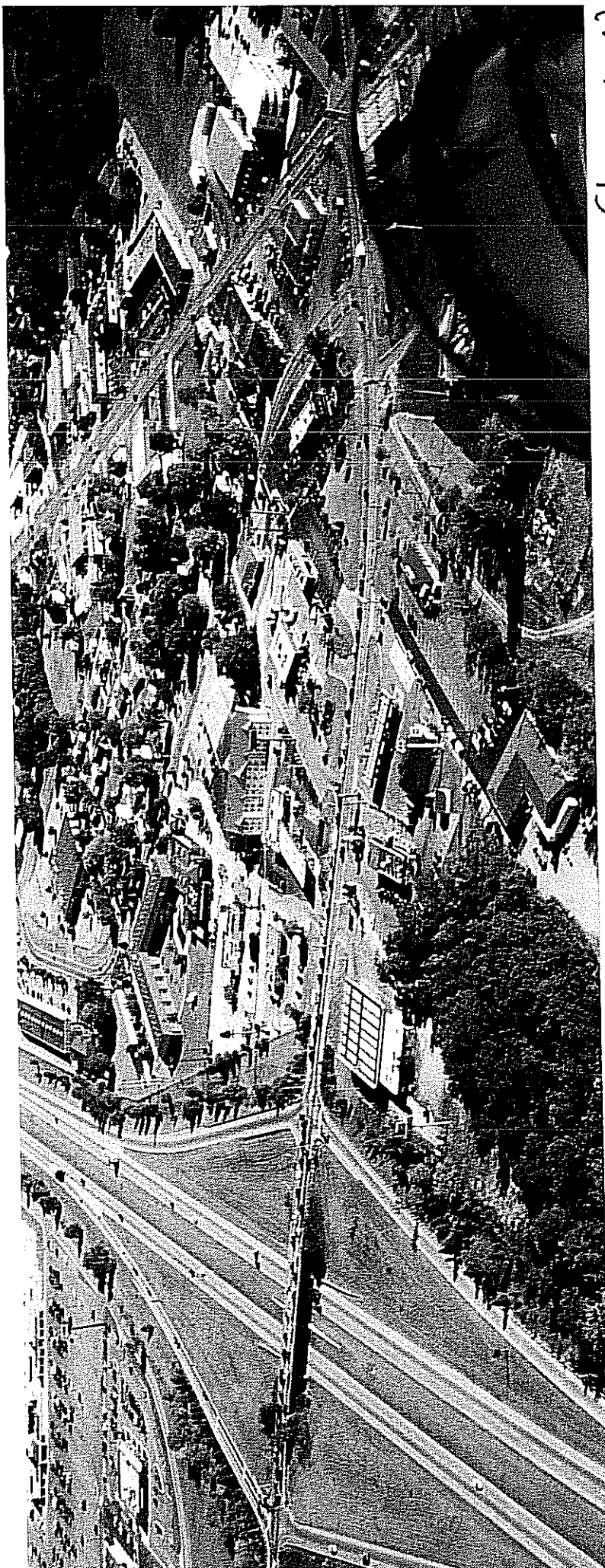
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	62		18				7	653			474	
Lane Group Capacity	579		518				461	942			1722	
v/c Ratio	0.11		0.03				0.02	0.69			0.28	
Green Ratio	0.33		0.33				0.53	0.53			0.53	
Uniform Delay d_1	20.7		20.2				9.9	15.5			11.5	
Delay Factor k	0.50		0.50				0.50	0.50			0.50	
Incremental Delay d_2	0.4		0.1				0.1	4.2			0.4	
PF Factor	1.000		1.000				1.000	1.000			1.000	
Control Delay	21.1		20.4				9.9	19.7			11.9	
Lane Group LOS	C		C				A	B			B	
Approach Delay	20.9						19.6			11.9		
Approach LOS	C						B			B		
Intersection Delay	16.7			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	Shaker Point Wy & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 PM Proposed Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	1			2	0
Lane Group	L		R				L	T			TR	
Volume (vph)	68		37				40	754			920	43
% Heavy Vehicles	4		4				4	4			4	4
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Pretimed/Actuated (P/A)	P		P				P	P			P	P
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	
Arrival Type	3		3				3	3			3	
Unit Extension	3.0		3.0				3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0		0	0	0
Lane Width	12.0		12.0				12.0	11.0			10.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only		02	03		04	NS Perm		06	07		08
Timing	G = 26.0		G = 0.0		G = 0.0		G = 52.0		G = 0.0		G = 0.0	
	Y = 6		Y = 0		Y = 0		Y = 6		Y = 0		Y = 0	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	76		41				44	838			1070	
Lane Group Capacity	502		449				222	1020			1863	
v/c Ratio	0.15		0.09				0.20	0.82			0.57	
Green Ratio	0.29		0.29				0.58	0.58			0.58	
Uniform Delay d_1	23.8		23.4				9.1	15.3			12.0	
Delay Factor k	0.50		0.50				0.50	0.50			0.50	
Incremental Delay d_2	0.6		0.4				2.0	7.4			1.3	
PF Factor	1.000		1.000				1.000	1.000			1.000	
Control Delay	24.4		23.8				11.1	22.7			13.3	
Lane Group LOS	C		C				B	C			B	
Approach Delay	24.2						22.1			13.3		
Approach LOS	C						C			B		
Intersection Delay	17.7			Intersection LOS						B		



(Harrison Ave ↑)

New Haven Rd.

(Bridge ↑)



New Haven Rd.

SHORT REPORT

General Information				Site Information			
Analyst	RTM			Intersection	Harrison Ave & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 AM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
Lane Group	L	TR		L	T	R		LTR			LT	R
Volume (vph)	391	175	5	11	139	86	6	17	18	121	23	184
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0		2.0			2.0	2.0
Arrival Type	3	3		3	3	3		3			3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	15.0	15.0		12.0	10.0	10.0		12.0			13.0	13.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0		0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only		EW Perm		03		04		SB Only		NB Only	
Timing	G = 10.0		G = 26.0		G = 0.0		G = 0.0		G = 20.0		G = 11.0	
	Y = 5		Y = 6		Y = 0		Y = 0		Y = 6		Y = 0	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	434	200		12	154	96		46			160	204
Lane Group Capacity	580	912		334	493	419		209			403	535
v/c Ratio	0.75	0.22		0.04	0.31	0.23		0.22			0.40	0.38
Green Ratio	0.46	0.46		0.29	0.29	0.29		0.12			0.22	0.33
Uniform Delay d_1	21.8	14.8		23.0	25.0	24.4		35.6			29.9	22.9
Delay Factor k	0.50	0.50		0.50	0.50	0.50		0.11			0.50	0.50
Incremental Delay d_2	8.6	0.6		0.2	1.6	1.3		0.5			2.9	2.1
PF Factor	1.000	1.000		1.000	1.000	1.000		1.000			1.000	1.000
Control Delay	30.3	15.4		23.2	26.7	25.6		36.2			32.8	25.0
Lane Group LOS	C	B		C	C	C		D			C	C
Approach Delay	25.6			26.1			36.2			28.4		
Approach LOS	C			C			D			C		
Intersection Delay	26.9			Intersection LOS						C		

SHORT REPORT

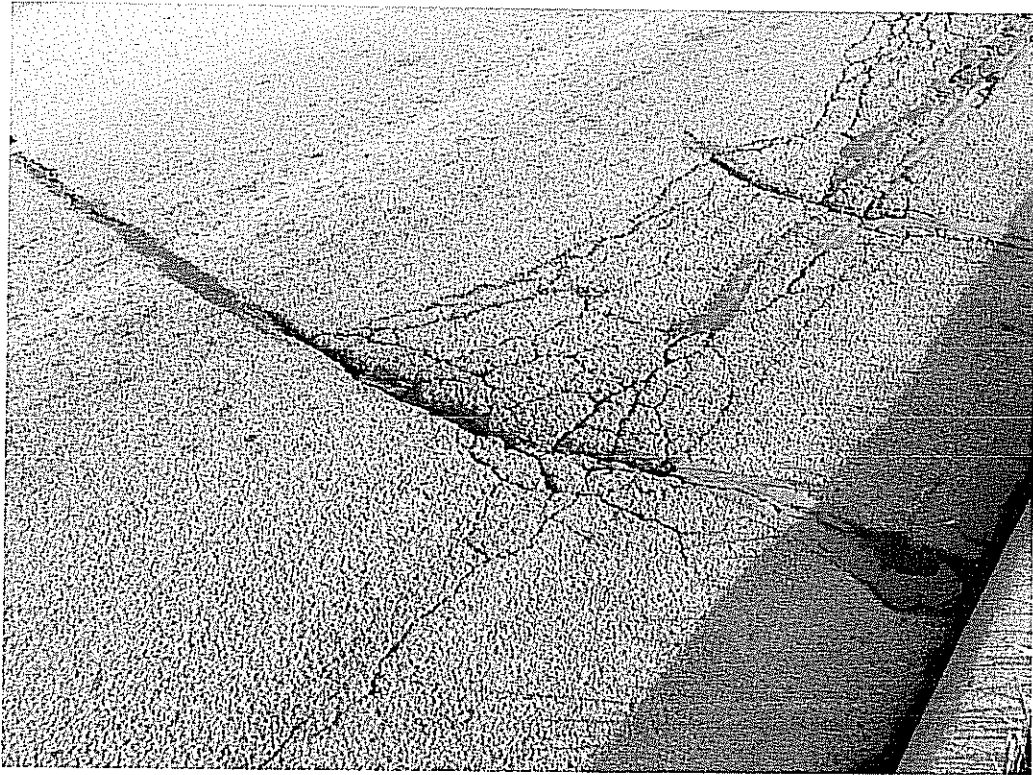
General Information				Site Information			
Analyst	RTM			Intersection	Harrison Ave & New Haven Rd		
Agency or Co.	TEC Engineering			Area Type	All other areas		
Date Performed	8/2/2006			Jurisdiction	2026 PM Existing Geometry		
Time Period				Analysis Year			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
Lane Group	L	TR		L	T	R		LTR			LT	R
Volume (vph)	331	346	11	55	434	211	36	50	52	234	59	514
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0		2.0			2.0	2.0
Arrival Type	3	3		3	3	3		3			3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	15.0	15.0		12.0	10.0	10.0		12.0			13.0	13.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0		0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only		EW Perm	03		04	SB Only		NB Only		07	08
Timing	G = 13.5		G = 24.5	G = 0.0		G = 0.0	G = 19.5		G = 9.5		G = 0.0	G = 0.0
	Y = 5		Y = 6	Y = 0		Y = 0	Y = 6		Y = 6		Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25								Cycle Length C = 90.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	368	396		61	482	234		154			326	571
Lane Group Capacity	375	956		263	464	394		181			393	589
v/c Ratio	0.98	0.41		0.23	1.04	0.59		0.85			0.83	0.97
Green Ratio	0.48	0.48		0.27	0.27	0.27		0.11			0.22	0.37
Uniform Delay d_1	24.4	15.3		25.4	32.8	28.4		39.6			33.7	28.0
Delay Factor k	0.50	0.50		0.50	0.50	0.50		0.38			0.50	0.50
Incremental Delay d_2	42.0	1.3		2.1	52.2	6.5		30.1			18.0	30.3
PF Factor	1.000	1.000		1.000	1.000	1.000		1.000			1.000	1.000
Control Delay	66.5	16.6		27.5	84.9	34.9		69.6			51.7	58.3
Lane Group LOS	E	B		C	F	C		E			D	E
Approach Delay	40.6			65.4			69.6			55.9		
Approach LOS	D			E			E			E		
Intersection Delay	55.0			Intersection LOS						E		

SHORT REPORT

General Information							Site Information					
Analyst	RTM						Intersection					
Agency or Co.	TEC Engineering						Harrison Ave & New Haven Rd					
Date Performed	8/2/2006						Area Type					
Time Period							All other areas					
							Jurisdiction					
							2026 AM Proposed Geometry					
							Analysis Year					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
Lane Group	L	TR		L	T	R		L R		L	TR	R
Volume (vph)	391	175	5	11	139	86	6	17	18	121	23	184
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	P	P	P	P	P	P	A	A	A	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3		3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	33
Lane Width	15.0	15.0		12.0	10.0	10.0		12.0		12.0	13.0	13.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0		0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	SB Only	NB Only	07	08				
Timing	G = 12.0	G = 24.0	G = 0.0	G = 0.0	G = 20.0	G = 11.0	G = 0.0	G = 0.0				
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 6	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	434	200		12	154	96		46		134	26	168
Lane Group Capacity	591	912		308	455	386		209		386	420	571
v/c Ratio	0.73	0.22		0.04	0.34	0.25		0.22		0.35	0.06	0.29
Green Ratio	0.46	0.46		0.27	0.27	0.27		0.12		0.22	0.22	0.36
Uniform Delay d_1	21.0	14.8		24.5	26.6	25.9		35.6		29.5	27.6	20.9
Delay Factor k	0.50	0.50		0.50	0.50	0.50		0.11		0.50	0.50	0.50
Incremental Delay d_2	7.9	0.6		0.2	2.0	1.5		0.5		2.5	0.3	1.3
PF Factor	1.000	1.000		1.000	1.000	1.000		1.000		1.000	1.000	1.000
Control Delay	28.9	15.4		24.7	28.6	27.5		36.2		32.0	27.9	22.2
Lane Group LOS	C	B		C	C	C		D		C	C	C
Approach Delay	24.6			28.0			36.2			26.6		
Approach LOS	C			C			D			C		
Intersection Delay	26.3			Intersection LOS						C		



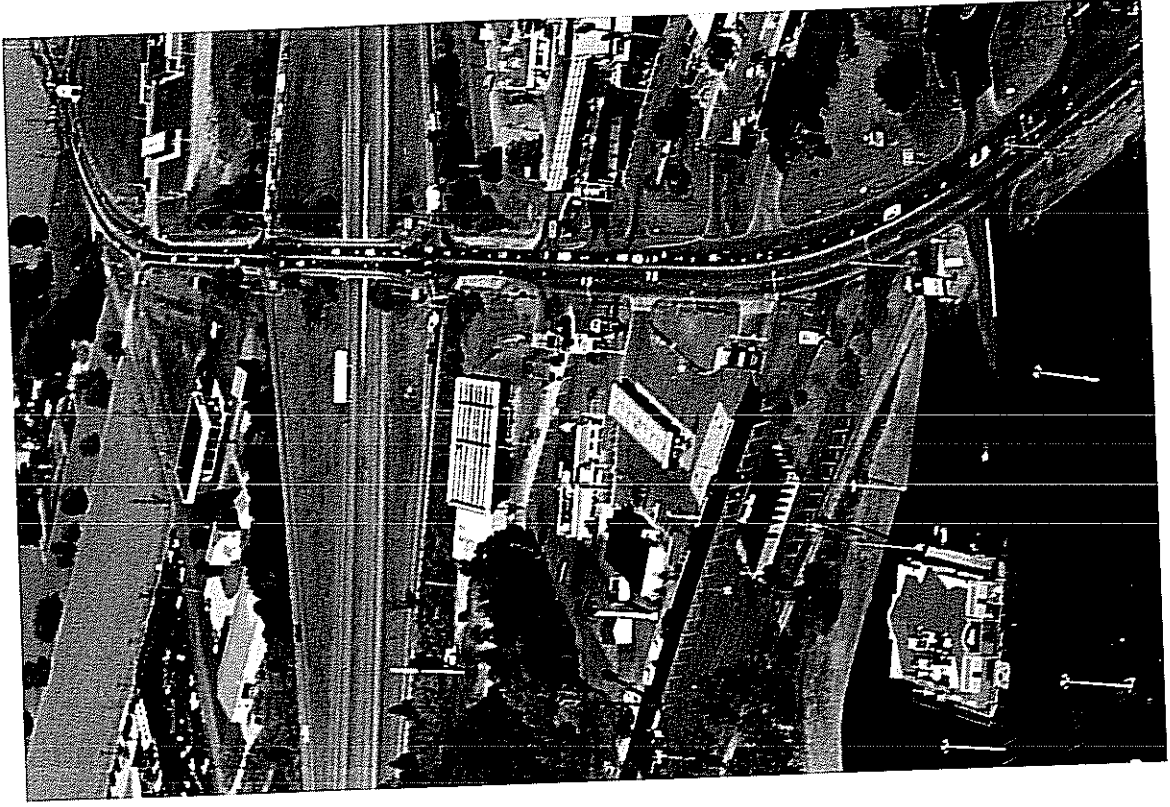
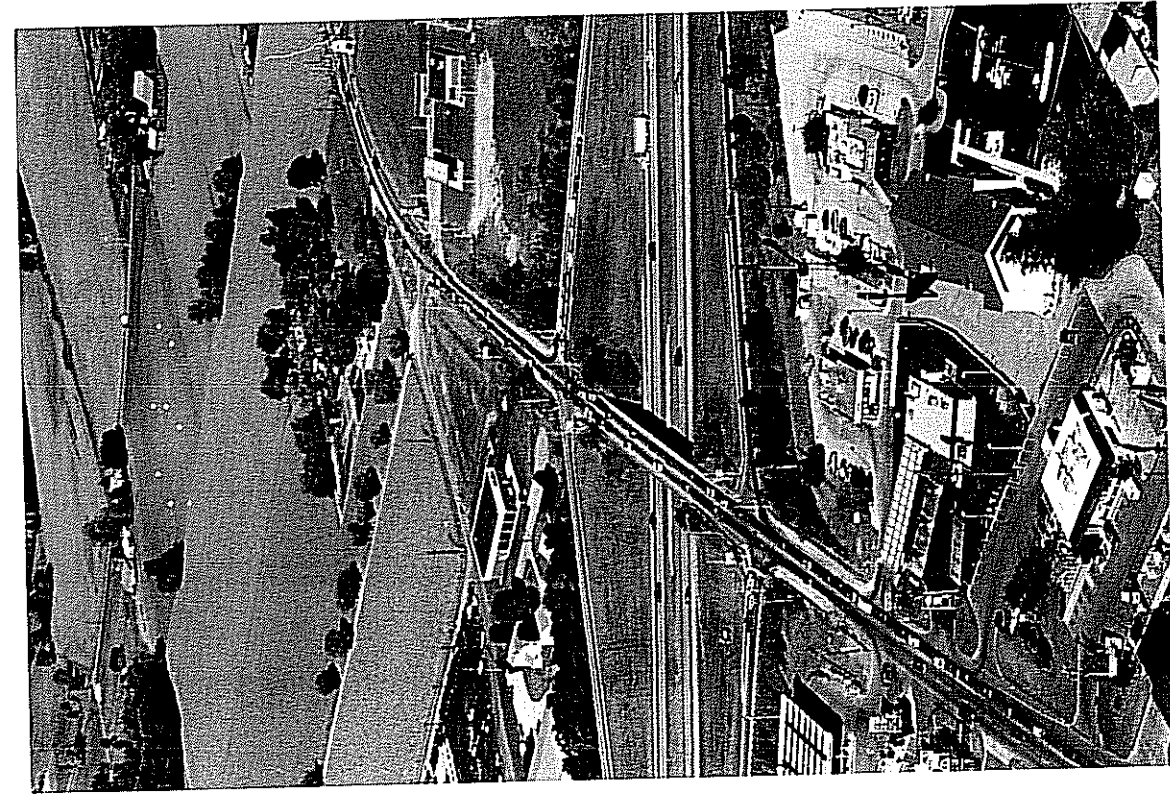
New Haven Rd.



New Haven Rd.



New Haven Rd.



New Haven Rd. - Congdon



New Haven Rd.

COURT OF COMMON PLEAS
HAMILTON COUNTY, OHIO

COPY OF ENTRY FILED

JUL 28 2006

10588 NEW HAVEN ROAD, LLC, et al.,

Plaintiffs,

-v-

CITY OF HARRISON, OHIO, et al.,

Defendants.

Case No. A0506896.

(Judge Nelson)

CONSENT DECREE

WHEREAS, Plaintiffs 10588 New Haven Road, LLC and Wal-Mart Stores East, L.P. filed this action against Defendants the City of Harrison, Ohio and City of Harrison, Ohio City Council alleging, among other claims, that the zoning as applied to Plaintiffs' property is unconstitutional and constitutes a taking in violation of both the U.S. and Ohio Constitutions, and Plaintiffs also seek declaratory, monetary and other relief; and

WHEREAS, upon the consent of all parties, and upon consideration of the admissions and mutual promises set forth herein, IT IS HEREBY ORDERED, ADJUDGED, AND

DECREED AS FOLLOWS: *Upon seeing and having heard counsel, the court accepts the representations of the parties that:*

1. This Court has jurisdiction over the parties, the subject matter of this action, and Defendants have the authority to resolve this lawsuit so as to avoid a substantial damage claim *(no court fees)*, which could be detrimental to the operation of the City of Harrison.

2. The undersigned representatives of each party certify that they are fully authorized by the party and parties they represent to enter into the terms and conditions of this Consent Decree and to legally bind the parties to it.

3. Plaintiff 10588 New Haven Road, LLC, was, until September 26, 2005, the owner of approximately 53.453 acres of land located at 10588 New Haven Road in the City of Harrison,

Hamilton County, Ohio, which said property is more particularly described on Exhibit A attached hereto (the "Property").

4. On September 26, 2005, Plaintiff Wal-Mart Stores East, L.P., a Delaware limited partnership, took title to the Property.

5. The Property is situated among large-scale commercial development within a major commercial corridor directly off Interstate 74 at the New Haven Road exit.

6. The New Haven Road area is the primary retail corridor for not only Defendant, City of Harrison, but also for Western Hamilton County and it is one of the largest retail sub-markets in Western Hamilton County.

7. Existing commercial development in this retail area includes Home Depot, K-Mart, Biggs, Kroger, several automobile dealerships, numerous fast food restaurants, gas stations, and other retail outlets.

8. Defendant City of Harrison, Ohio is a charter municipality situated in Hamilton County, Ohio with all the rights, privileges, and duties imposed upon it by its Charter and Ohio Revised Code Title VII.

9. Defendant, City of Harrison, Ohio, City Council is the legislative body responsible for governing the City of Harrison pursuant to its Charter and Title VII of the Ohio Revised Code.

10. Defendants have the authority to regulate the zoning of property located within the City of Harrison pursuant to its Charter, Zoning Ordinance, and Chapter 713 of the Ohio Revised Code.

11. Defendant City of Harrison has adopted a set of zoning regulations applicable to property located within the City of Harrison.

12. In February, 2004, Defendant City of Harrison annexed the Property into the City of Harrison from Harrison Township and as a result of the annexation, the Property became subject to Defendant City of Harrison's "R-O" Single-Family Residential Annexation District zoning classification as embodied in Section 501 of Defendant City of Harrison, Ohio's Comprehensive Zoning Regulation Ordinance.

13. The "R-O" Single-Family Residential Annexation District only allows for the Property to be used for single-family dwellings.

14. In January 2004, Plaintiffs applied to the Harrison Planning Commission for a zoning amendment to rezone the Property from "R-O" to "B-4" General Business District to allow the subject Property to be developed in a reasonable manner as a retail center in accordance with the surrounding properties along New Haven Road.

15. Plaintiffs rezoning application was later amended to request that the Property be rezoned "B-4" General Business District with a Planned Unit Development overlay.

16. In May, 2005, the City of Harrison Planning Commission unanimously recommended approval of Plaintiffs' application to rezone the Property from "R-O" to "B-4" General Business District with a Planned Unit Development overlay.

17. In June, 2005, Defendant City of Harrison, Ohio City Council voted to reject the Planning Commission's recommendation and denied Plaintiffs' rezoning request.

18. On August 24, 2005, Plaintiff 10588 New Haven Road LLC filed a Complaint for Declaratory Judgment and Money Damages against Defendants City of Harrison, Ohio and its Council challenging the constitutionality of the "R-O" zoning classification as applied to the Property as well as alleging violations of the Fifth and Fourteenth Amendments of the United States Constitution, the Civil Rights Act of 1871, 42 U.S.C. § 1983, and seeking declaratory, monetary and other relief.

19. The Parties and their respective counsel have conducted discovery and have engaged in extensive discussions relating to the potential settlement of this litigation, including an assessment of the facts surrounding the alleged violations, the unconstitutionality of the Property's "R-O" zoning classification as applied to the Property, whether the "R-O" zoning as applied denies Plaintiffs of all economically viable use of the Property, and the potential that Defendants will be required to pay damages for its temporary taking of Plaintiffs' Property in violation of both the Ohio and U.S. Constitutions, which said taking could result in a payment to Plaintiffs of at least \$3,000,000.

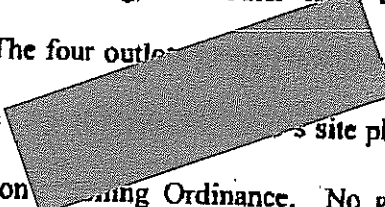
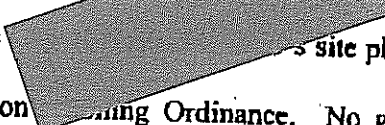

20. The parties desire to conclude the pending litigation in a manner which will permit the Plaintiffs to develop the Property in a manner consistent with the immediate area, and which would allow the Defendants significant input on how the Property is developed.

21. More importantly, Defendants wish to resolve this litigation so as to avoid the potential finding that the "R-O" zoning as applied to the Property is unconstitutional as it may not relate to the health, safety, and general welfare of the City of Harrison and because it may deny Plaintiffs of all economically viable use of its Property because it only permits uses which are highly improbable or practically impossible under the present circumstances.

22. ~~Plaintiffs, Defendants, and the Court agree that~~ The existing "R-O" Single-Family Residential Annexation District as applied to the Property, which is located adjacent to several major retail uses and Interstate 74, is unconstitutional and constitutes a taking for which damages could be owed to Plaintiffs. (FN)

23. ~~Plaintiffs, Defendants, and the Court agree that~~ The use of the Property proposed by Plaintiffs Wal-Mart Stores East, L.P., as more specifically set forth on Exhibit B attached hereto and incorporated herein by reference, is a reasonable use of the Property and is consistent with the surrounding retail uses. (FN)

(FN) In last of these stipulations, and pursuant to the further agreement of the parties, it is ordered, adjudged, and decreed that:

24. Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, ~~is~~ permitted to develop the Property in accordance with the site plans and elevations attached hereto as Exhibit B. Defendants shall issue to Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, all necessary permits, including, but not limited to zoning and building permits, to allow the Property to be developed in accordance with Exhibit B attached hereto. Plaintiff Wal-Mart Stores East, L.P. shall comply with all applicable zoning, building, and other laws and regulations except where modified by this Consent Decree. The four outlots  New Haven Road identified on Exhibit B attached hereto are subject to the  site plan review process as set forth in the Defendant City of Harrison  Ordinance. No gas stations shall be permitted on any of the four out-lots. For purposes of this Consent Decree, the City will treat the outlots as being zoned B-4 contingent upon an approved planned unit development overlay.

25. Wal-Mart Stores East, L.P., or its assigns or designees, shall pay to the Defendant City of Harrison, Ohio, the sum of \$1,800,000, which said sum represents an amount agreed upon between the parties to offset the impact that the proposed use of the Property will have on the City of Harrison which includes, but is not limited to, the cost required for the widening of New Haven Road, and the New Haven Road bridge improvements over Interstate 74, the development of a public park to serve as a buffer between the proposed use and the adjacent residential subdivision, and the impact on the Defendants' police and fire services. Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, shall pay the \$1,800,000 no later than 35 days after Defendants' issuance of the building permits necessary to commence construction of the proposed Wal-Mart store depicted on Exhibit B. After the 35th day, Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, agrees to pay statutory interest on said money. If Plaintiff Wal-Mart Stores East, L.P. is not able to complete construction of the proposed building

due to a successful challenge to this Consent Decree, the \$1,800,000 shall be returned to Plaintiff Wal-Mart Stores East, L.P. and Plaintiff Wal-Mart Stores East, L.P. may re-file this action, however, none of the admissions contained herein by Defendant City of Harrison, Ohio can be used against Defendant City of Harrison, Ohio. Furthermore, Wal-Mart Stores East, L.P. agrees that the waiver and release contained in paragraph 28 of the Consent Decree will remain in effect as between the parties in the event this Consent Decree becomes null and void.

26. At the time Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees pay to Defendant City of Harrison, Ohio the money referenced in paragraph 25 above, it shall also convey to Defendant City of Harrison, Ohio approximately 20 acres of property as more particularly described on Exhibit C attached hereto and incorporated herein and as depicted on Exhibit B as the "park." Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, shall rough grade this property, and apply topsoil and grass seed. At the same time, Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, shall also deed to City of Harrison, Ohio a strip of land ten feet (10') in width along the western boundary of the Property as more fully depicted on Exhibit B attached hereto in order for Defendant City of Harrison, Ohio to access the park property.

27. It is the intent of the parties that the proposed Wal-Mart SuperCenter, as depicted on Exhibit B, will not become vacant for periods in excess of one (1) year. If the SuperCenter ceases its business operations at that location, excluding closures caused by casualty or acts of God, it has one (1) year to locate and execute a lease, sublease, or purchase agreement with a purchaser or lessee who will use a minimum of seventy-five (75) percent of the square-footage of the SuperCenter for retail-related uses. Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, agrees that any purchase agreement or lease must include a provision that accomplishes the intent of this provision. In the event Plaintiff Wal-Mart Stores East, L.P. fails

to sell or sublease to a user of at least 75% of the square-footage of the SuperCenter, Defendant City of Harrison, Ohio shall have the first right of refusal for any future proposed sale, which shall be exercised within 30 days of receipt of written notice from Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, with a closing to occur no later than 30 days after exercising this right. If Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, is unable to find a purchaser or lessee within one (1) year (with the understanding that a purchase agreement or lease may be subject to permits which might not be obtained within one (1) year), Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, shall market for sale or lease subdivided portions of the SuperCenter. Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, and/or the end-user will pay for the costs associated with the subdivision. At all times, whether occupied or vacant, Plaintiff Wal-Mart Stores East, L.P., or its successors, assigns or designees, shall maintain the exterior of the Property, including but not limited to landscaping, lighting, garbage removal, and snow removal.

28. Except for the payment of the above-referenced \$1,800,000, the execution of the Consent Decree, and Plaintiff Wal-Mart Stores East, L.P.'s ability to re-file this action as set forth in the Consent Decree, Plaintiff and Defendants, and each of them, for themselves and their past, present, and future representatives, executors, administrators, employees, officers, directors, attorneys, agents, owners, shareholders, partners, parents, subsidiaries, affiliated persons and entities, and assigns, and all those claiming by, through or under them, fully, finally, and forever mutually release and discharge each other and their past, present and future representatives, executors, administrators, employees, officers, directors, attorneys, agents, owners, shareholders, partners, parents, subsidiaries, affiliated persons and entities, and assigns, and all those claiming by, through or under them, and each of them, of and from any and all claims, contracts, torts, promises, judgments, actions, suits, liens, losses, indebtedness, rights, damages, costs, fees,

expenses, remedies, accounts, demands, obligations, liabilities, and causes of action of every type, nature and description whatsoever arising out of Plaintiff Wal-Mart Stores East, L.P. application for the zone change referenced in paragraph 14 of the Consent Decree and the Defendants denial of the application referenced in paragraph 17 of the Consent Decree. This waiver does not prevent or preclude Plaintiff Wal-Mart Stores East, L.P. from re-filing this action if this Consent Decree is to be declared invalid to challenge the constitutionality of the "R-O" zoning classification as applied to the Property and, if successful, from seeking compensation from Defendants for the temporary or permanent taking of its Property. In the event Plaintiff Wal-Mart Stores East, L.P. is entitled to compensation for a taking of its Property, Plaintiff Wal-Mart Stores East, L.P. waives any claim for damages for any time prior to the date it re-files this action.

29. Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, will assist the City of Harrison, Ohio, with implementing a tax increment financing district on the site of the SuperCenter and the four out-lots. It is understood that Plaintiff Wal-Mart Stores East, L.P., or its assigns or designees, shall not be obligated or guarantee any minimum service payments associated with the proposed TIF.

30. This Court shall retain jurisdiction of this matter and allow this case to be reopened without a filing fee for the purpose of enabling the parties to this Consent Decree to apply to the Court for any further order that may be necessary to construe, carry-out, or enforce compliance with the terms of this Consent Decree.

31. This Consent Decree shall apply to and be binding upon the parties to this action, their officers, directors, successors in interest, heirs, and assigns.

*There is no just cause for delay.
Costs to Plaintiffs.*

Date: _____

Fred Nelson, Judge
Hamilton County, Ohio, Common Pleas

[Signature]
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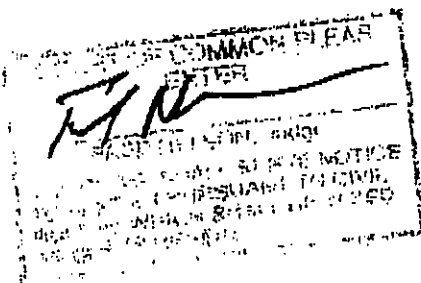
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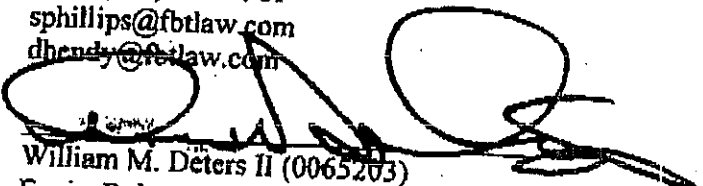
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ROLL

NEW HAVEN ROAD

CITY OF HARRISON

HAMILTON COUNTY, OHIO

WAL★MART STORE #5375-00



SHEET INDEX

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| 7 | LANDSCAPE PLAN |
| 8 | LANDSCAPE DETAILS |

DEVELOPER

SAM WATSON DEVELOPMENT COMPANY
 1001-MART STREET, INC.
 3000 N.E. 10TH STREET
 DEFTONVILLE, AR 72718-0560
 PHONE: (479) 473-4000

**GOVERNING AGENCIES
AND UTILITY COMPANIES**

[illegible]

Notes

2. ALL KITCHENS IMPROVED AND NEW ELECTRICAL APPLIANCES IN CLOAK ROOMS. UTILITY SERVICE IMPROVED. SMALL REPAIRS. PRICE IN AGREEMENT WITH MARKET. PROBLEMS ARE THE FINE TUNING OF MARKET.

COVER SHEET

WALMART STORES, INC.



ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? x YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement on this section of New Haven Road is exhibiting cracking, potholes, and a rough surface due to the age of the pavement (last resurfacing was over 20 years ago) and the high volume of traffic, including a high volume of semi-truck traffic. As evidenced in the pictures, a great deal of full depth repair is necessary, along with milling the entire section and overlaying with asphaltic pavement.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is crucial to the safety of the service area. As evidenced in the attached accident reports from the years 2002 through 2005, there were 32-40 accidents each year on this section of New Haven Road. Many of these accidents had injuries as noted in the reports. The accident rate for this small section of roadway is 22.7 ACCIDENTS PER VEHICLE MILE. This is over ten times the State of Ohio Average of 2.172 (Per ODOT 2005 Data, attached) The majority of the accidents fall in the category of Failure to Yield,

Improper Lane Change, Rear-End (ACDA – Failure to Maintain Assured Cleared Distance Ahead), or Improper Turn. The improvements proposed in this stretch will Significantly reduce these types of accidents. One way will be by providing greater capacity in the northbound lanes approaching the exit ramps to I-74, helping to especially reduce the ACDA accidents. Adding a designated turn lane and lengthening turn lanes will alleviate the FTY and Improper Turn accidents.

Another way that this project will reduce the number of accidents if by enacting the City of Harrison's Ordinance regulating the location and width of all commercial and retail driveways for new and reconstructed streets (see attached Ordinance and schematic). This access management will greatly enhance the safety of vehicles turning into and out of driveways along this stretch of New Haven, as well as enhance the traffic flow along New Haven.

Finally, safety vehicles utilize this section of New Haven Road to access a great number of residents in the Community, to enter onto I-74 to get victims to major hospitals, and to take victims to the Emergency Care Center located on New Haven Road north of the bridge over I-74. In these emergency situations, seconds are crucial, and the congestion and accident rate in this section of roadway inhibits their ability to get to their destination as quickly and safely as possible.

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No significant impact on health

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Sunset and Joyce Avenues Improvements

Priority 2 New Haven Road Improvements

Priority 3 _____
Priority 4 _____
Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?
(example: rates for water or sewer, frontage assessments, etc.).

No participation – Zero (0)%

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will Directly Secure New Employment. Pursuant to the Consent Decree from the Court of Common Pleas for the City of Harrison, Ohio, and 10588 New Haven Road, LLC (Wal-Mart), herein attached to this application, Wal-Mart is basing its decision to locate and build its “Super-Store” on New Haven Road upon the premise that the City of Harrison will make improvements to New Haven Road (see highlighted section, page 5 of the Consent Decree).

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association’s “Application For Financial Assistance” form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association’s “Application For Financial Assistance” form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, September 1, 2006 for this project with the Hamilton County Engineer’s Office. List below all “other” funding the source(s).

MRF Funds and other outside funding, totaling a 20% match, will be utilized for this project. The outside funding will come from funds agreed upon in the Consent Decree between the City of Harrison, Ohio, and 10588 New Haven Road, LLC (Wal-Mart), attached to this application.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed project will eliminate existing congestion and deficiencies and will provide sufficient capacity and service to the Year 2026 as outlined in the attached Capacity Analysis Report. The proposed project is Phase 3 of a 4 Phase Project. Phase 1 included widening between Carolina Trace and the Bridge over I-74; Phase 2 includes the widening of the Bridge over I-74, and Phase 3 will complete New Haven Road. Phase 4 will include improvements to Harrison Avenue to even further improve what the City will accomplish in the previous phases.

Because this area is already largely developed, a growth rate was requested from the Ohio Department of Transportation Office of Technical Services. An annual linear growth rate of 1.0% was provided by ODOT for this section of New Haven Road. As will be seen in the report, New Haven Road at the exit ramps has an existing Level of Service "F", and will go to a "C" with the proposed improvements for projected 2026 traffic volumes. The intermittent signal at Shaker Point is of no consequence to the improvements, and is already operating at a Level B. The intersection at Harrison Avenue maintains a "C" in the AM Peak, and improves from an "E" to a "D" (close to a Level "C") in the PM Peak. Future improvements to Harrison Avenue to further increase the PM capacity at that intersection will occur after this Section of New Haven Road is complete.

Phase 3 will allow the full benefits of the previous improvements to be realized. Without Phase 3, the other phases do not function to their intended purposes. In addition, this Phase has the highest accident rate along New Haven Road. The reduction in accidents which will be a result of the improvements in this Phase (see attached schematic), will alleviate serious hazards and meets the future level of service needs of the district.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F

Proposed LOS C

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

a.) Are preliminary plans or engineering completed? Yes x No N/A

b.) Are detailed construction plans completed? Yes No x N/A

c.) Are all utility coordination's completed? Yes No x N/A

d.) Are all right-of-way and easements acquired (if applicable)?
Yes No X N/A

If no, how many parcels needed for project? 10 Of these, how many are: Takes
Temporary 10
Permanent

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project has Major Regional Impact. This project is a direct connector to Interstate Highway I-74 and is of great regional significance. It connects this area to Greater Cincinnati, and Southeastern Indiana.

New Haven Road is the major commerce area for residents in many adjacent communities which do not have the services, shops, and facilities that are located in this area. In addition, there is an Emergency Care Center (Franciscan Medi-Center) on New Haven Road which is utilized in emergency situations and often used by EMT's as a stabilization point for victims before they are taken on to hospitals in Indiana or Cincinnati. This section of New Haven Road affects the residents of the City of Harrison, Harrison Township, Crosby Township, Whitewater Township, and many communities in Southeastern Indiana.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes ____ No ____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 19,500 X 1.20 = 23,400 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax x

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008**

NAME OF APPLICANT: City of Harrison

NAME OF PROJECT: New Haven Rd

RATING TEAM: 1

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition**
- 0 - Good or Better

Appeal Score
5

20% Drains
15% Traffic
2% Curb
2%
Remainder roadway
10

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Notes: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance**
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

10

No Documentation

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact**

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project**
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- 10 - Less than 10%
- 9 - 10% to 19.99%
- 8 - 20% to 29.99%
- 7 - 30% to 39.99%
- 6 - 40% to 49.99%
- 5 - 50% to 59.99%
- 4 - 60% to 69.99%
- 3 - 70% to 79.99%
- 2 - 80% to 89.99%
- 1 - 90% to 95%
- 0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure new employment
- 5 - The project will permit more development
- 0 - The project will not impact development

Appeal Score

6

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 10 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 20 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 20% to 29.99%
- 2 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>MRF</u>	<u>20</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

4

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
- 3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
- 0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

- 10 - Major Impact
- 8 - Significant Impact
- 6 - Moderate Impact
- 4 - Minor Impact
- 2 - Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

~~5 - Two or more of the above~~

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.